

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4943

號八初月八年一十三緒光

WEDNESDAY, SEPTEMBER 6, 1905.

三拜禮

號六月九英德曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$18,000,000
STERLING RESERVE.....\$18,000,000
SILVER RESERVE.....\$18,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOETS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALINGER, Esq.
H. SHILLIM, Esq.
Hon. R. SHERMAN, Esq.
N. A. SIEBS, Esq.

CHIEF MANAGER:
HONGKONG: J. M. SMITH.
SHANGHAI: H. E. R. HUNTER.
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
J. M. SMITH, Chief Manager.

Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD. (BRITISH LINEN COMPANY BANK).

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

No. 9, Queen's Road Central. Hongkong, 31st August, 1905. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,720,000

Head Office: YOKOHAMA.

Branches and Agents:
TOKIO, HONOLULU, NEW YORK.
NAGASAKI, SHANGHAI, LYONS.
SAN FRANCISCO, NEWCHWANG.
BOMBAY, MUKDEN.
TIENTSIN, PORT ARTHUR.
PEKING, CHEFOO.
Kobe, DALNY.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARKS' BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent. per annum.

TAKAO TAKAMICHI, Manager.

Hongkong, 23rd May, 1905. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP.....£2,800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£2,800,000
RESERVE FUND.....£2,875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per Cent. per annum.

T. P. COCHRANE, Manager.

Hongkong, 18th May, 1905. [24]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000.
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau, Peking.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account: DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.

Hongkong, 1st August, 1905. [25]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY (Calling at Penang if sufficient inducement offers).	PEKIN Le Mare	About 7th September	Freight only.
SHANGHAI	SIMLA C. D. Goldsmith, R.N.R.	About 7th September	Freight and Passage.
LONDON, &c.	BENGAL W. W. Cook, R.N.R.	Sept. 9th Noon	See Special Advertisement.
CEBU and MANILA	BANCA J. B. Fergusson	About 10th September	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 5th September, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

HAVE NOW REMOVED

TO THEIR

NEW STORE

IN

CHATER ROAD

AND

ICE HOUSE STREET

ENTRANCE IN

ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 4th September, 1905. [34]



AQUARIUS

SPARKLING MINERAL TABLE WATER Qts., Pts., & Splits.
SILENT WATER Qts.
STONE GINGER BEER.
GINGERALE.
LEMONADE.
TONIC WATER.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by this means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 6th September, 1905. [37]

THE Undersigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—
JOHNSON, STOKES & MASTER.
Hongkong, 19th August, 1905. [34]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 22nd June, 1905. [675]

NOTICE.
I WILL NOT BE RESPONSIBLE for any DEBT, or DEBTS, whatsoever, contracted by my Wife, WINIFRED TERRANCE STAINFIELD, from this date.

EDWARD L. STAINFIELD, Chief Engineer, S.S. Tai On.
Hongkong, 1st September, 1905. [892]

GO TO
WEISMANN'S
FOR YOUR
BREAD.

THE ONLY
EUROPEAN BAKERY
IN THE COLONY.

Hongkong, 1st September, 1905. [46]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ADVERTISEMENT.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a purely BRITISH INSURANCE COMPANY.

Head Office: London.
Established in London in 1861.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter, Hongkong.

Hongkong, 30th August, 1905. [886]

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

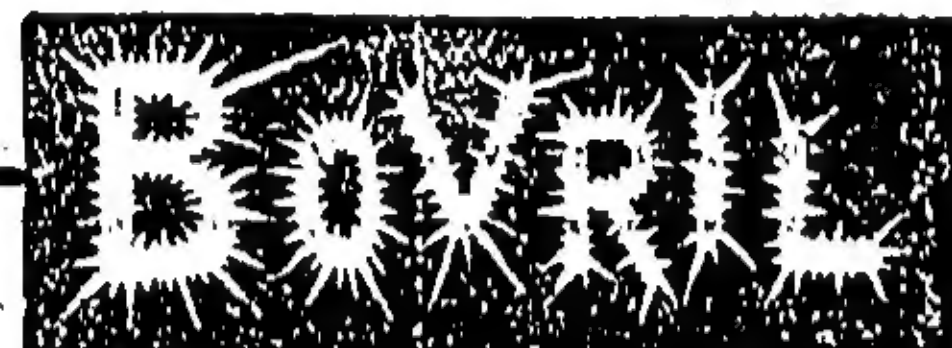
TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."

Macao, 7th June, 1905. [641]

Intimations.

Bovril is bottled energy.

In the most enervating climates BOVRIL gives vigour and nervous force.



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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 1 lb. when full. Maximum of simplicity and effect.

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905. [208]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager. [36]

Hongkong, 7th February, 1905.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [38]

Telegraphic Address: "CONNAUGHT."

CONNAUGHT HOTEL.

HONGKONG.

No. 170. [39]

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BIKES, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management.

Launch Service for Guests.
Hongkong, 16th June, 1905. [658]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

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VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON,

MACAO, CHINA.

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

[77]

JAPAN

COALS.



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chfoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubokuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong. [381]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 12th July, 1905. [65]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE H COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905. [66]

Intimation.

WM. POWELL, LIMITED.

"ALEXANDRA
BUILDINGS"
Des Vaux Road.

NOW
SHOWING

SMART
UP-TO-DATE
MILLINERY
At
Moderate Prices.

ALL KINDS
OF
HEADGEAR
made to order.

DRESS-
MAKING.

PERFECT
STYLE, CUT
AND FIT
GUARANTEED.

THE VERY BEST
WORK ONLY
AT
MODERATE
CHARGES.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 6th September 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895. [52]

Auctions.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, ON

THURSDAY,

the 7th day of September, 1905, at 3 P.M., at their Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria, in the Colony of Hongkong, viz:—

All those PLOTS or PARCELS of GROUND, situate at Victoria aforesaid, registered in the Land Office respectively as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 305 and THE REMAINING PORTION OF INLAND LOT No. 305 together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road, Area 3,720 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagees,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 30th August, 1905. [841]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 9th September, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAW-

ING ROOM SUITE, DOUBLE BRASS

BEDSTADS WITH WIRE MATTRESSES,

TEAKWOOD WARDROBES AND DRESS-

ING TABLES WITH BEVELLED GLASS,

MARBLE-TOP WASHSTANDS, CARD

TABLE, TEAKWOOD OVERS, CROCK-

ERY AND E. E. WARE, DINING TABLE

AND CHAIRS, COOKING STOVES AND

UTENSILS, &c., &c.;

ALSO

2 BILLIARD TABLES, 2 TYPEWRITERS

and ONE PIANO.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th September, 1905. [901]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,

the 12th and 13th September, 1905, at 10 A.M.

each day, at

H. M. NAVAL YARD,

SUNDRY NAVAL, VICTUALLING,

OBsolete AND CONDEMNED

STORES,

Comprising:—

BOAT ENGINES AND BOILERS, OLD

CABLE CHAIN, ELECTRIC CABLE,

STEEL WIRE HAWSERS, BRASS, COP-

PER, IRON, MANGANESE, BRONZE,

PAPER-STUFF, CANVAS, FURNITURE,

BLANKETS, PROVISIONS, IMPLE-

MENTS, CLOTHING MATERIALS, CASK

STAVES, 1,000 HAT RIBBONS, (lettered

"SPARROWHAWK," "HUMBER," "TWEED"),

Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 31st August, 1905. [888]

Hotels.

THE ORIENTAL HOTEL,

MACAO.

THE above Hotel situated on the PRAYA

GRANDE, will be opened on SATUR-

DAY, 2nd September, under the Management

of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors,

the Rooms being the largest and lightest in the

colony. The BILLIARD TABLE which has

been purchased from the Hon. Wei Yik is the

best in the Far East, and is practically new.

SPIRITS and WINES of the best quality.

CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 28th August, 1905. [880]

OCCIDENTAL

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904

CANON NOTES.

THE TAFT PARTY.

(From Our Own Correspondent.)

Canton, 4th September, 1905.

There has been a good deal of disappoint-

ment over the movements of the Taft Party.

It was announced weeks ago that the party

would visit Canton. The day set for the visit

was Monday, September the 4th. Last week the

American Consul-General made arrangements

for the party upon its arrival in Canton. As

soon as it became known to the Chinese that

this distinguished party of Americans would

visit Canton a movement was begun to make

it unpleasant for the visitors. The boycott has

created a bad feeling towards everything Ameri-

can. So some of the worst element among the

boycotters thought this would be a good time

to show resentment towards America. Placards

were put up in the streets referring to the com-

ing visitors in anything but complimentary

terms. If a Chinese wishes to say anything

vile about a person he cannot do it with more

effect than by comparing the person to a

turtle. In this instance four turtles were

arranged on a placard. The Chinese could

find nothing in their language which would

express a greater degree of villainy than by

using the title turtle. An effort was also made

to prevent the chair-bearers from giving their

services. Of course the Viceroy had the filthy

placards removed and several arrests have been

made. Then a proclamation was posted about

the city warning the people to behave. Probably

the placard was the work of some irresponsible

blackleg. The better Chinese denounce it and

the officials certainly had no part in the matter.

But the Chinese could have chosen no better

method than this to alienate the sympathy of

the foreigners and better class of Chinese from

them in their efforts to secure a better treaty.

Such methods of fighting for a just cause do

much harm. The Chinese have given a severe

blow to the boycott. Notwithstanding the

fact that the visit was declared off most of

the members of the party reached Canton

this morning. Few, if any, visited the city.

There was a trip on the railroad and a banquet

at the Bannerman Guild Hall at the east end of

the city. This banquet was given by the

Viceroy. The party leaves tonight for Hong-

kong.

THE VICEROY.

The Viceroy is very sick. He could not ap-

pear in person at the banquet given to the

Taft party. It is believed by many that the

Viceroy is so ill that he stands a poor chance

of recovery. He has been relieved from all

duties. When the Viceroy cannot act, the work

of his yamen is practically at a standstill. The

lower officials are afraid to act without the

authority of the Viceroy. It has been difficult

to get business transacted for some time.

A CLAN FIGHT.

A serious clan fight was in full blast

during the closing days of last week just

below Honam. The Canton Christian

College lies between the contending clans,

and the professors and others at the College

had a very unpleasant time while the fight

was at its worst. The clans were well armed

and the bullets flew everywhere except the place

they were intended to go. Fortunately, the

people at the college escaped unhurt though

several bullets entered the buildings. The

Viceroy sent soldiers to suppress the fight

which they did after the roused clans had

worked off some of this bile.

THE BOYCOTT.

It is difficult to tell just how far the boycott

is being carried out. The city is very thorow-

ly placarded. Almost every shop has a notice

up to the effect that it does not deal in Ameri-

can goods. It is true that nine-tenths of

these shops never have bought or sold any

foreign goods, but nevertheless they are for the

boycott and the numbers give force to the

movement. The temper of the people is not

the best and it would take little to provoke

serious trouble. Some large firms have lost

heavily and others have practically no business.

THE SHANGPU AND THE BOYCOTT.

The A. C. D. News of 1st inst. says:—

The full exposure which we were able to

make in these columns of the manner in which

Mr. Chang Chien, the delegate of the Shangpu

at Peking, proposed to settle the Boycott, had

its effect, and that gentleman has very much

modified his scheme, which is still, however,

one that the Chinese Government must be

made to disavow, for it is still more evident

that its real object is to introduce a new form

of inland taxation on the foreign import trade.

Mr. Chang has had another meeting with

some of the more important piece-goods

dealers, at which he stated that he withdraws

his demand for Tls. 200,000, but added that all

his telegrams and expenses in connection with

this matter, and with the regulation of the boy-

cott in the future, will have to be defrayed by

a levy on the piece-goods merchants. As to

the fines amounting to Tls. 4,000 already im-

posed (but not paid), he will look into the ques-

tion, and if he finds that the irregularities on

whose account they were levied were uninten-

tional, they may be remitted. He now proposes

to appoint four honorary directors to supervise

the working of the boycott, two of them to be

merchants and two students. It will be their

duty to examine all the contracts alleged to

have been made before the 20th of July last;

subsequently an office will be established in

the Chinese Chamber of Commerce, where

permits will be granted enabling the holder to

take delivery against the permissible contracts.

If cargo is taken delivery without one of these

permits, the exact form of which has yet to be

determined, the culprit will be liable to a fine,

the cargo may be held as security for the pay-

ment of this fine, which may even amount to

the confiscation of the cargo. The prohibition

to Chinese to purchase, not merely from Ameri-

cans, but from foreigners of any nationality,

any American goods imported after the 20th of

July last is maintained, and will be strictly en-

forced. If any dealer dares to send to the

new Boycott office a list of his cargo purchased

before the 20th of July, it will all be regarded

as having been bought since that date.

This is obviously an official scheme for levy-

ing taxation on, and establishing a control

over, the trade of the port which must be re-

sisted at all hazards. The opening it leaves

for Mr. Chang Chien and his "directors" to

"squeeze" is evident. We may surely rely

upon that the Municipal Council will not

allow the proposed office to be established and

carry on its working in the Settlement. One

great obstacle to its success is the good de-

mand that has set in for the Northern ports,

Intimations.



A. S. WATSON & CO.,
LIMITED.

WATSON'S
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VERY OLD LIQUEUR

SCOTCH
WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND
MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

ST. LOUIS EXHIBITION.

Hongkong, 30th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—\$80 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible in morning. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 6, 1905.

THE AMERICAN BOYCOTT.

We learn from a San Francisco exchange that the Washington Bureau of Commerce and Labour announced on the 27th July that American merchants should determine to boycott Chinese importations pending the rescission of the boycott against American goods by Chinese merchants. It would make quite a hole in China's foreign trade. The latest figures collected by the Bureau of Statistics of the department show that in the fiscal year ending June 30, 1905, the United States bought from China, including the port of Hongkong for which separate figures are made, merchandise to the value of \$30,000,000 (gold). America sold in the same period to China and the distributing port of Hongkong about \$63,000,000 (gold) worth of goods. The bulk of the goods purchased from China, according to the authority quoted, is not of a kind which is "among" the necessities of life and it is argued that it would probably not be difficult to transfer a preponderance of that trade to Japan if it should be determined to retaliate. The principal imports from China during the past fiscal year were hides and skins, \$2,524,169; silk, raw, \$5,849,068; silk, manufactured, \$266,464; tea \$5,862,831; other merchandise, \$10,378,052. In the same period the United States are represented to have bought from Japan \$66,000,000 worth of raw and manufactured silk and about \$7,000,000 worth of tea. Tea can also be obtained from Ceylon, Java, Borneo and other places, so that the argument proceeds, China has no corner on the supply. Some doubt, however, is expressed in official circles whether it will be possible to obtain China's consent to another treaty with the United States providing for the exclusion of Chinese labourers from that country. The State Department is aware of ill-feeling throughout China and now that the immigration treaty with China has been allowed to lapse without the negotiation of a new agreement, reports have reached Washington that China is inclined hereafter to refuse to sign any similar convention. We have since learnt that the Authorities at Peking have decreed against the boycott, and some arrangement satisfactory to both countries should, without doubt, be capable of attainment as a result of the negotiations that will be carried on between the respective representatives of the Powers concerned. It has been pointed out that China's position appears to be that the exclusion of Chinese citizens from a friendly country is in itself a disgrace, and while she cannot ignore the laws of a foreign Power providing for such exclusion, she can refuse to sanction it or become part of it by concluding a treaty involving such restrictions. A year ago, it is said, it would have been easy to conduct negotiations with China for the exclusion of Chinese labourers only. Now, however, it is understood the Chinese officials are disposed to regard the signing of such a treaty beneath the dignity of their Government. The reason for the assumption at Peking of this new attitude is not quite clear to the officials at Washington, though in some circles it is attributed to the influence of foreign Powers. This is hardly so, as recent events have furnished ample testimony that it is not the officialdom that is aroused, but the people of China who are seized with the conviction that the treatment hitherto meted out to their immigrants into the States is derogatory to their character and status.

LOCAL AND GENERAL.

ANOTHER blank plague return has been issued by the Sanitary authorities to-day.

THE "Chinese exclusion act," which worries us just now, is the act of the Chinese in excluding a large amount of their cash from American pockets.—New York Mail.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Major A. E. Hatch, and Lieutenant C. E. Borton, 11th to 30th September.

PROGRAMME of music to be performed by the Band of the 129th Baluchis on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:—
March..... "H.M.S. 'Camperdown'"
Air..... "Local Lieutenant"..... Donnelly
Polka..... "Florella"..... Levy
Selection..... "The Old Guard"..... Planquette
Valse..... "Espana"..... Waldteufel
Morceau Obligato "Coronel Solo"..... Suppl.
God save the King.

DESPITE the counter-attraction across the way on the Parade Ground, the Gaiety Stars secured another fair house, and were as successful as ever in all they did last night. A somewhat ludicrous incident occurred during Dante's conjuring, that caused much merriment to the audience. When he called for the "100-ton gun" and the muzzle appeared round the side of the wings, a lady of ample proportions, seated in the front row, rose to her feet and inconspicuously fled out of the theatre! To-night there will a change of programme, new songs, new dances, and new tricks being on the programme, and this change should not be missed.

T. W. BURGESS started on the 26th July in a second attempt to swim across the Channel, entering the water at the coast guard station at Lydden, four miles northwest of this port. Burgess, in 1901, got within four miles of the French coast in his first attempt to swim the channel. He failed again this time. He was taken from the water when within four and a half miles from the French coast suffering from a bad leg. Burgess made a great struggle to get on the proper side of the Varne, a shoal, and in his exertion he sprained a tendon in the right leg, but pluckily continued his task for another six hours, when he lost the use of the leg completely. Otherwise he was in good condition when he left the water at 8.15 p.m., nine miles off Cape Grimes and four and a half miles from the French coast, having kept afloat and drifted twenty-nine miles.

SOME time ago an order was given the garden coolies of the Afforestation Department at Mongkok to cut down certain trees for the purpose of thinning the forests, and giving the other trees a chance to grow. The coolies, being trained to the work, carried out their instructions, and seeing them at their work of tree-felling three independent unemployed coolies went to work in a different part and "thinned out" to such purpose that many valuable trees were demolished and removed. The consequence was that when Mr. Dunn, the Superintendent of the Afforestation and Botanical Department, went over last week he found the place had been "thinned" indeed, and much valuable timber lost. The matter was placed in the hands of the police, and as a result three coolies were arrested, one of whom appeared to be the overseer of this small gang. They had no defence whatever when placed before Mr. F. A. Hazeland, and the first man was sent to two months' hard labour and the other two to six weeks' hard labour.

FOR some time past the shrill of the Anglo-American press has been constantly informed, when presenting bills to customers, that the bills had been paid, and received with an unknown name. Last evening, on entering a shop near the Central Market he found therein a young employee of the firm who, it was believed by the shrill, was there to collect a bill. He that as it may, as soon as he saw the shrill he bolted and the latter bolted after him. It is then alleged that on being caught the man dragged the shrill, a man 65 years of age, up to the top of the market steps in Jubilee Street, and pushed him down to the bottom. The shrill was at once picked up and removed to the Government Civil Hospital, but as he was not very seriously injured though bruised and shaken was only detained for the night and discharged this morning. The culprit then tried to bolt, but a coolie caught and held him until the police arrived and arrested him. His case was this morning remanded by Mr. F. A. Hazeland for one week.

THE FALL IN EXCHANGE.

SOME INTERESTING FACTS ON THE CAUSE.

The cause of the rise in exchange during the last two years, is, says the *Shanghai Times* of 31st ult., that while the war has been in progress, a considerable amount of Russian ruble notes and also of Japanese war notes have found their way into this country and consequently have formed an invisible export, which has had to buy silver to meet. Looking beyond our own sphere, the numerous South African gold mines have again commenced working operations. Consequently the immense production of gold has tended to cause a depreciation in the price of that metal and a consequent appreciation in the price of silver. And again, India for the last few years has had prosperous harvests, and has been a good and steady buyer of silver. That has taken the general trend of exchange up.

The rise in exchange during the last two weeks has been more especially caused by "bears" covering their short sales for the August settlement; and also to a small extent by speculation on the result of the Peace negotiations.

The general idea, now that Peace is an assured fact, is that exchange will find a lower level. The cause of the drop in yesterday's exchange is that bar silver was reported to be down for ready delivery and 1-8 down for forward delivery; and, with the news of Peace on top of this, importers commenced covering, with the result, that, before the day was out, half a million sterling was booked at rates ranging between 2 1/4 down to 2 1/2.

Although the general impression points to lower rates now that peace is declared, still we must not lose sight of the fact that we are drawing close on to our usual period of "tight money," which occurs at "China New Year" time. India will also again have to buy largely for her export season, which will soon be on her. Then, there is the question of the probable development of Manchuria, which will also require a vast amount of silver for the payment of necessary labour, etc. These three factors ought to bring about a higher level of exchange during the next three months.

YI YONG-IK.

We (Korea Daily News) hear rumours to the effect that Mr. Yi Yong-ik is now the guest of Major Nodzu, adviser to the War Department.

In the meantime the Japanese Minister has, in a despatch to the Korean Government formulated an indictment against him and suggested some measures for diminishing his influence.

In effect, the despatch runs as follows:—

"The present financial difficulties originated with Mr. Yi Yong-ik, who was the first to commence minting nickels.

"He has also always been formulating schemes to the detriment of the well-being of Korea.

"I have just received a despatch from my Government insisting that Yi Yong-ik be no longer allowed to occupy a place in the cabinet; but as before the receipt of these instructions I heard that Mr. Yi had been appointed to a provincial governorship I present the following conditions for the acquiescence of your Government: (1) Mr. Yi Yong-ik must always obey the instructions of the Home Office. (2) Mr. Yi Yong-ik may not return to the capital without sanction of the Japanese Minister. (3) Mr. Yi Yong-ik may not communicate directly with the Emperor. All his messages must go through official channels."

Now what will Yi Yong-ik do?

GYMKHANA RACES.

The races held under the auspices of the Gymkhana Club, at the Happy Valley yesterday, were very successful. Among the large number of spectators were His Excellency the Governor, the Hon. Mr. Taft and Miss Roosevelt. Following are brief results:—

ONE AND A QUARTER MILE FLAT RACE, HANDICAP.—For all China ponies. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance fee \$3. 1st prize: presented by the Club. 2nd prize: \$25.

Mr. MacDonald's Highlandman, 10st 12lbs (2lbs o. w.) (Mr. Alderton) 1

Mr. Darius' Bonaventure, 10st 12lbs (2lbs o. w.) (Mr. Gegg) 2

Mr. J. E. Gresson's Droghda, 10st 12lbs (2lbs o. w.) (Mr. Gresson) 3

Mr. P. White's Beancake, 11st 12lbs (2lbs o. w.) (Mr. Gedge) 4

Mr. P. Simcock's Mick, 9st 12lbs (2lbs o. w.) (Mr. Simcock) 5

Pari-mutuel paid \$8 70.

LADIES' NOMINATION RACE.—Open to all comers.—Ladies and nominees start opposite the winning post. On the word "go" ladies get into richias and are wheeled by gentlemen to a table about 50 yards distant. Ladies get out of richias and trim a hat. When completed they again get into richias and are wheeled back past the winning post. Points given for best trimmed hat and speed. Competitors must supply their own richias. 1st Prize: A Cup presented by His Excellency the Governor; 2nd prize presented by the Club. Entrance Free.

Miss Langhorn 1
Miss Ide 2
Miss Roosevelt 3

GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—Value \$50. For all China ponies. Catch weights at 10st 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$10 to second pony out of the Club funds. At the conclusion of the Season a Cup, value \$50, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. E. Owen's Grafion, 10st 10lbs (2 lbs o. w.) (Mr. Gegg) 1

Mr. MacDonald's Highland Laird, 10st 8lbs (Mr. Alderton) 2

Hon. Mr. C. W. Dickson's Ca Cannyn, 11st 9lbs (Mr. Cruickshank) 3

Pari-mutuel paid \$34.90.

POLO PONY BENDING RACE.—For all bona-fide polo ponies to be passed as such by the Committee of the Polo Club. Entrance fee \$4. 1st Prize: presented by the Club. 2nd Prize: \$25.

Highlander (Mr. Moxon) 1
Yellow Peri (Mr. Menzies) 2
Subterfuge (Mr. Gedge) 3

HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. For all China ponies. Catch weights at 10st 10lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$10 to second pony out of the Club funds. At the conclusion of the Season, a Cup, value \$50, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. W. J. Gresson's Glenburn 10st 10lbs (Mr. Gresson) 1

Mr. N. H. Rutherford's Nomination 11st 11lbs (Mr. Simcock) 2

THREE-FURLONG SCURRY.—Catch weights for all China ponies. Entrance fee \$3. 1st Prize: A Cup presented by Hon. Sir Paul Chater, C.M.G.; 2nd Prize: \$25.

Messrs. MacDonald and Alderton's Banzi (Mr. Alderton) 1

Mr. P. P. White's Beancake (Mr. Gegg) 2

Mr. H. Simcock's Mick (Mr. Simcock) 3

Pari-mutuel paid \$7.10.

THE GOVERNOR'S BANQUET.

The third item in yesterday's entertainment was the banquet given by His Excellency Sir Matthew Nathan, R.E., K.C.M.G., at Government House, at which 130 persons sat down. The lawn and the approaches to the house inside the grounds had been elegantly illuminated with myriads of Chinese and Japanese lanterns and electric lights. The dining-room was the ball-room transferred into a veritable indoor garden; for under the able superintendence of Mr. Dunn, Superintendent of the Botanical Gardens, into whose hands the room had been placed for preparation, had so disposed of plants and other oriental foliage in banks all around the sides of the room that when his labours were ended and the room ready for the table-layers' hands, it had all the appearance of an abour and gave the guests the feeling of dining out-of-doors. Special narrow tables had been introduced so as to economise space, and these were most daintily arranged with flowers, fruit and ferns, all set out in the most studiously negligent manner, while electric fans whirling everywhere kept the air delightfully cool. The Band of the Royal West Kents, which does such yeoman service for Hongkong entertainers, was stationed in the garden, in the position taken up for it at garden parties, and thus just the right distance from the house, played some very choice selections during dinner, which was, of course, a very elaborate affair, the appointment and service being excellent, and everything in perfect taste. After-dinner His Excellency the Governor proposed the health of His Majesty King Edward VII. which was drunk with all the honours, after which in a happy speech he proposed the health of Mr. Roosevelt, President of the United States, coupled with the name of the President's daughter, present there with them. This was heartily responded to, and then the Hon. W. H. Taft replied in a speech rippling with point and not lacking in humour, in a style which those who have heard him speak at such functions will appreciate. The "Guests" and the "Host" having been in turn given and replied to, chairs were requisitioned and an adjournment made to the Parade Ground for the Tattoo.

Among those present, besides H.E. the Governor, Captain Arbutnot-Leslie, A.D.C., and Mr. R. A. B. Ponsonby, Private Secretary, were the Hon. W. H. Taft, Vice-Governor Ide, and the Misses Ide, General and Mrs. Corbin, six Senators, twenty-two Congressmen, Colonel Edwards, Lt. Col. Knight, Major Edie, Captains Thomson and Kelly, Captain and Mrs. Sloum, Miss Roosevelt, Miss Boardman, Miss McMillan, and seventeen ladies of the Congressional party, while local guests included Sir Francis Pigott, Chief Justice, Rear-Admiral Sir Francis Dickson, Hon. Mr. T. Sercombe Smith, Colonial Secretary, Colonel Darling, G.O.C., Sir Henry, Lady, and the Misses Berkeley, Hon. Mr. L. A. M. Johnston and Mrs. Johnston, Hon. Mr. and Mrs. Chatham, Hon. Dr. Clark, Sir Paul Chater, Mr. Justice A. G. "I" and Mrs. Wise, Mr. and Mrs. Irving, Hon. Mr. R. Sheehan, Dr. Ho Kai, Hon. Mr. and Mrs. Gershom Stewart, Mr. and Mrs. Basil Taylor, Mr. Pollock, Venerable Archdeacon and Mrs. Bannister, Lieut.-Col. and Mrs. Price, Lieut.-Col. and Mrs. Bunney, Lieut.-Col. Filton, Lieut.-Col. Josling, the members of the Consular Corps now in the Colony, Mr. Consul and Mrs. Lay, of Canton, His Lordship Bishop Pozzoni, and others.

THE TORCHLIGHT TATTOO.

"At last," and a great sigh of relief from the hearts of the vast crowd of anxious spectators in and about the New Parade Ground last night, greeted the gubernatorial party, including the Hon. W. H. Taft and Miss Roosevelt, as a considerable stir around the entrance to the ground, and the springing up to alertness of the wearisome waiting warriors, at length announced their arrival. The arrival of the Hon. Mr. Taft took place some little time after that of the other guests of the evening, no doubt due to the unaccustomed burden the chair-coolies had to bear in transporting the "Great" man from Government House, and that the effort was too much for them was manifested by the fact that when they laid down the chair immediately inside the grounds, and were ordered to go across they were unable to lift the chair again without the assistance of some of the men of the West Kents standing by. The grounds had been very well illuminated round the entire borders with festoons of Chinese lanterns, while the trees all round were studded with gigantic "fire flies" in the form of fairy lights. At the West end, with the Beaconfield Arcade corner-building as a background a huge skeleton scaffolding had been erected, with the word "Welcome" picked out in electric light, but unlit, and on a signal that our distinguished visitors had arrived at the entrance to the grounds, on pressing a button it was intended to flash out this word of greeting; but a ludicrous incident here occurred, for "something went wrong with the works," and the spectators received a message reading "Welcome," and judging by the remarks heard on all sides, it was a heartily welcome message. Then suddenly the dark "I" flashed out and the word of greeting was complete. Considering that the visitors were over an hour late in putting in their appearance the first electric message bore a strange coincidental significance. Below this structure chairs and benches had been provided for the accommodation of the general public, a special portion being roped off and reserved for the N. C. O.'s and their wives and families. Outside, all around the roads were packed with dense crowds of wondering Chinese, who were all agog to know what was on the tapis, while within the grounds it was estimated that some 7,000 people had assembled. As soon as our visitors had taken their seats on the raised ground to the south of the position, the tattoo commenced and a very weird spectacle it proved with tall, stalwart brown-visaged warriors of our Indian regiments tearing aloft their burning oil-soaked torches, which threw a strange glare around.

The proceedings opened with the "First Post" by the buglers of the 119th Infantry (Mogolian Regiment) and 119th Duke of

Connaught's Own (Baluchis) while the troops all into place, and formed two lines, north and south of the ring, down which the Band of the Royal West Kent Regiment, playing a spirited air, marched, and was followed in turn by the pipers of the Hongkong and Singapore battalion, of the Royal Artillery which skirted out "Cock o' the North" in fine style, and the "Serenade" (native) Band of the 129th Baluchis (D.C.O.). Then came the torchlight procession itself, and led by the Bands mentioned, a march commenced round the entire length of the ring, the torches flaring and sputtering in the breeze, the whole *mise en scene* presenting an interesting, impressive and imposing sight, and one not easily to be forgotten. Under the big archway, one mass of lights up the uprights and cross-bar, marched the troops with their torches, dividing then into companies, and proceeding in double file, up the middle and down again, now meeting, now parting, as each company turned in an outward direction, and then down the open space between the troops marched the Bands each taking up the programme of marches in turn, while everything went off in a highly creditable and satisfactory manner.

The march over, the troops halted in double lines, the Band of the Royal West Kents giving "The Last Post," and as a grand finale the massed Bands, in grand time and precision, rendered "El Capitan," a spirited piece of orchestration. In it all there was but one thing wanting considering in whose honour the tattoo was organized, and that was at least a bar of the American National Anthem, as the distinguished guests left the ground.

"God Save the King" announced the close of the affair, and the torch-bearing troops having marched back to quarters, and thus cleared the way, a general rush was made to catch the trains, of which a string was standing waiting in Queen's Road, and the Kowloon Ferry, the Chinese crowd having, for the most part, by this time dispersed.

The gubernatorial party, with the Hon. Mr. Taft and Miss Roosevelt, and others of their party then repaired to the Hongkong Club where they were entertained at supper. And thus ended the functions organized in honour of our very distinguished visitors.

To-day Miss Roosevelt's party, as distinct from the Hon. Mr. Taft's, left for Taku in the U. S. A. T. *Logan*, en route for Peking, whither General Corbin is proceeding in that transport with a company of marines to relieve the present U. S. Legation guard in that city. To-day the Taft party left at noon in the s.s. *Korea* for the States via Nagasaki.

THE S.S. "DAKOTA"

The misfortunes which accompanied the initial start of the great Northern Steamship Company's steamship *Minnesota* on her initial trip across the Pacific were duplicated to-day on her sister ship the big *Dakota*, says a Port Townsend despatch of 25th July. Each vessel suffered an accident to her machinery of sufficient magnitude to compel her to return before getting outside Cape Flattery. With the *Minnesota* the accident was in a measure lucky, for the company was enabled to change the destination and remove all possibility of trouble, while in the case of the *Dakota* the delay is a dead loss.

Despite the secrecy this company always throws about accidents, it can be stated positively that a serious accident befell the starboard engine yesterday and she was compelled to put back to port under a slow bell and in a dense fog, arriving just twenty-four hours after her auspicious start on her maiden voyage.

That the damage is of a serious nature is evidenced by the fact that after the *Minnesota*'s minor mishap involving but slight damage the company provided the *Dakota* with duplicate parts, a complete machine shop equipment and selected her engineer staff from men versed in machine work. After a brief delay here the vessel was ordered to Seattle.

THE INTERRED RUSSIAN WAR-SHIPS.

A VALUABLE FORCE.

The Russian war-ships now interned at neutral ports—the claim for the surrender of which has been abandoned by Japan—number 28 and are in themselves a considerable force. Of the total, 12 are interned at Hanghai—namely, the cruiser "Askold," gun-boat "Mandjur," destroyers, "Grozevov" and "Bodry," auxiliary cruisers "Vladimir," "Voroney," "Voroslav," "Korea" and two others, the torpedo store-ship "Suivir," and a water boat; 6 are at Tsing-tao—the battleship "Tzarevich," destroyers "Betratschny," "Bezupretshny," "Bezhomny," "Smely," and "Boiky"; 3 at Manila—the cruisers "Aurora," "Oleg," and "Zemchug"; 4 at Chefoo—the destroyers "Serdity," "Vlastny," "Skory," and "Stainy." There are also the cruiser "Diana" at Saigon, the armed cruiser "Lena" at San Francisco, and the armed cruiser "Terek" at Batavia.

SHIPPING AND MAILS.

MAILS DUE.

English (*Stimla*) 7th inst, 6 a.m.
Australian (*Australian*) 8th inst.
Indian (*Catharina Apcar*) 11th inst.
American (*Siberia*) 13th inst.
German (*Bayern*) 13th inst.

The s.s. *Lothian* sailed from Liverpool on 2nd inst, for this port, via usual ports of call. The N. Y. K. chartered s.s. *Callinax* left Bombay on 3rd inst, and is due here on 11th inst.

The British s.s. *Den of Mains* from London, &c., left Singapore on 5th inst, and is due here on 11th inst.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver p.m., the 4th inst, for Hongkong via the usual Ports of Call.

The Mogul Line s.s. *Sikh* from Liverpool and Glasgow sailed from Singapore on 4th inst, and may be expected here on 11th inst.

The Apar Co.'s s.s. *Callinax* Apcar from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 11th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* which left here on Thursday, at 4 p.m., arrived at Singapore on Monday, at 7 p.m.

TELEGRAMS.

Opium Sales

IN CALCUTTA.

The ninth Government Sale of opium was held in Calcutta yesterday. The following prices were realised:—

New Patna ... Rs. 1,458
New Benares ... 1,425
Two thousand chests of each were sold.

[Reuter's.]

France and Morocco.

LONDON, 4th September.

The French ultimatum to Morocco expires on the 5th instant.

The Tsar's Telegram to General Linevitch.

"The Tsar's telegram to General Linevitch says: 'Japan has yielded to all the Russian conditions.'"

The Liberals and the Anglo-Japanese Alliance.

Mr. Asquith speaking at Abercromby said, speaking in the name of the Liberals, the Anglo-Japanese alliance was entirely approved of by the people of Great Britain, and had become part of the Liberal policy.

The Treaty of Peace.

5th September.

The treaty of peace was to be signed at Portsmouth yesterday afternoon at 5 o'clock, and is to be ratified in fifty days.

The Japanese plenipotentiaries expect to leave to-day, and the Russians on Wednesday.

Cholera in Prussia.

The cholera is increasing in Prussia.

DIKE PREDICTIONS.

Hoboken, N. J., July 24.—Professor Gustave Meyer of Hoboken, the "nation's counselor," is predicting all sorts of dire things at home and abroad, from hot weather and earthquakes to an accident to President Roosevelt, all of which, however, the astrologer hopes may not prove true. This is what he has to say:

"As a young American astrologer I wish to state that great and destructive electrical storms or atmospheric disturbances will occur on the 25th and 28th inst. and that it will be highly advisable for all seafaring vessels to remain in port and for all those who intend to go down to the sea in ships to postpone their voyage on these dates and I then have confidence that much loss of life and property can be saved.

"I wish it to be distinctly understood that this weather report is positively unofficial, as it is purely astrological, as I have no connection with the United States Weather Bureau. I might add, in passing, that we will have summer this year way into November and that the month of August will prove to be one of the hottest months on record, and as a result the mortality will be unusually large and remarkable destructions by fatal electric storms and atmospheric disturbances will be much in evidence and will cause great loss of life and property throughout the East and the West in particular.

"Further, speaking of coming events, I find that the starry messengers signify and impart to me the fact that during the autumn months Russia will be quite unfortunate and will continue in warfare until the new year. Then she will experience relief from her troubles, both internal and external, and the birth of a new republic will occur in Russia.

"During October great earthquakes will visit Japan and swallow up hundreds of Japanese, and will seriously affect New York and I fear that the Brooklyn bridge will be in great danger of being consumed by electricity and great calamities will occur in mines and underground amusement places and we shall hear of the fall of a public building. Therefore it would be well for all building inspectors to be more cautious than usual.

"Speaking of Broadway in New York, I fear that the birth of the subway occupied in an evil hour and great calamities are indicated to occur in the subway during August and October, and I fear that the waters of the Hudson will rush in.

"I would advise both the authorities of the Brooklyn bridge and the subway to be more cautious than usual.

"In conclusion I will state that the greatest danger of earthquake and calamities to the Brooklyn bridge, as mentioned, I fear will occur on October 8. On that date, I might also add I fear that the life of President Roosevelt will be in jeopardy and that he will be in very great danger of meeting with a serious and peculiar if not fatal accident to his knees, similar to if not worse than that which I predicted for him in his Pittsfield, Mass., trolley mishap. I would advise President Roosevelt to remain as quiet as possible and to be more cautious than usual on October 7.

"During October and November England will be quite unfortunate and I fear she will experience much trouble relative to uprisings in India, which, I judge, will last for a period of seven years. Therefore it would be well for the English Government to be well prepared for war.

"England will yet prove to be one of the most sincere friends to the United States of all the nations on Mother Earth."

THE SHANGHAI FLOOD.

In an interview with a representative of this journal this afternoon, regarding the damage done by the recent typhoon and resulting floods in Shanghai, a passenger who arrived to-day by the s.s. *Tartar* said that although the damage had been on some sides estimated at from 7,000,000 to 10,000,000 taels, he thought from a cursory view of the damage and general appearance the amount actually suffered would on final assessment prove considerably less. The streets were everywhere flooded waist-deep, while the Race Course was inundated to a depth, by actual measurement, of six feet, some tall shrubs barely showing above the water, while large numbers of palms were washed up by the roots, and were to be seen floating hither and thither about the streets. The basements of houses, shops and offices were flooded to the depth of several feet, while many godowns, filled with bales and cases of goods, either imported or ready for export, were transformed into miniature lakes on which the valuable merchandise was washed to and fro. The rain fell in torrents, and the floods washed away portions of the Woosung-Shanghai Railway so that traffic was stopped, and nothing could reach Shanghai, or leave it for Woosung by water. With all the wind howled and blew car boats in the swell of the rising tides, high and almost dry in the paddy fields along portions of the banks of the river, while smaller craft, such as sampans and small junks, were carried bodily inland. The Astor House Hotel was so surrounded with the flooding water that the only means of arrival at and departure therefrom was by means of boats. A launch made three attempts to transport our informant to the *Tartar*, but being unsuccessful he was compelled to stay at Woosung "hotel" for 21 hours, and there he saw a large shed, built for the storage of Woosung-Shanghai Railway goods, washed entirely away. Among the shipping the damage was considerable among the smaller craft, but the bigger vessels appeared able to weather the storm without suffering to any great extent. In one godown, which he passed in a boat, he saw a considerable mass of what had once been bags of rice and sugar, but was then a sort of indescribable pulp.

A visit was also paid by our representative to the s.s. *Empress of Japan*, but those on board had nothing in the way of news to impart later than that already appearing in our telegraphic columns. No one was able to get ashore, and no papers were taken on board.

"N. C. D. NEWS" REPORT.

The *N. C. D. News* of 4th inst. reports: The flood tide yesterday was the highest in Shanghai this year, and, together with the strong north-easterly gale prevailing, was an unwelcome for some unusual sights on the river front and about the Settlement. At the approach to the Garden bridge from the Bund the road was flooded half-way across, the new extension of the 'Public Garden' was almost entirely under water, and the asphalt paths were converted for the time being into shallow streams. Opposite the Shanghai Club the Bund lawn was submerged and sampans and other craft were carried on to the grass. The Yangkianyang was near the point of brimming over, and on the French side, coolies and native children paddled gleefully on the pavement. Some even took the opportunity to have a swim between the pontoons. Near the godowns four trees were overturned, the C.N.S. *Shantien* was able to get in almost to the foreshore, while coolies bringing the cargo from the C.N. river steamer *Kinling* had to wade along planks to the pontoon. Water streamed through the passages between the godowns in front of the China Merchant Company's wharves, on to the road beyond, and the wharves themselves were flooded to the depth of three or four inches in places. The pontoons all along the fore shore stood out stoutly against the extra strain, and the damage done was of quite a minor character. The Ningpo steamer *Peking* was carried considerably out of her course when rounding the Point on her inward journey, but no serious accidents were reported in connection with river traffic. The Ningpo steamer did not leave yesterday afternoon.

During the afternoon the typhoon increased in force, and the waters from being high became rough. Flooding wreckage off the gardens indicated the break up of some native craft and rather belated endeavours were made to tow away the fleet of yachts and other light craft to safer anchorages.

Many of the back streets of the Settlement were flooded by the rising of the water in the creeks and surface drains, and enterprising coolies made a small harvest by carrying passengers across the flooded places. A good many trees were blown down, and the matting protection in front of Union Church was swept away.

The Huangpu rose still further in the night. At 1 a.m. a representative who went for a stroll on the Bund found himself up to his knees in water before reaching the Shanghai Bank. At this point two trees were lying across the roadway and riches were endeavouring to make their way through the yellow stream which came up to their axles. Some pedestrians were angrily calling sampans. Another was seen to be stuck at the side of the road. The riches which he was in had slipped back to the curb and the unfortunate coolie was unable to drag it out.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 12.25 p. The barometer has risen over the Philippines.

Pressure is slightly above the normal over S. China and the Philippines with slight gradients for E. and SE. winds over the N. part of the China Sea.

Forecast:—moderate E. winds; fair.

Returns from the North are entirely lacking.

PRISON REFORM.

IN CHINA.

The Canton correspondent of the *N. C. D. News* writes to our Shanghai contemporary on the subject of prison reform as follows:—

The native Press of the South of China has become thoroughly imbued with an aggressive spirit in the matter of prison reform. It seems to us, however, that the obstacles to improvement and amelioration, are not adequately appreciated. Yet they lie directly across the pathway, and must seriously interfere with any changes for the present, and make fundamental changes difficult. From the Hongkong prison the prisoners can never hope to escape, because of the character of the building itself. Its perfect cells, its strong walls, its keen-eyed wardens, make escape impossible. It is well known that Chinese prisoners are kept within loathsome dens by means of fetters only. Were the manacles and chains knocked from the arms and legs of the men, in the evening, and they were shut up together in their usual wards, it is extremely improbable that they would be found therein on the following morning. Nor, in order to escape, would they need to be endowed with the cunning nor possessed with the genius of Jack Sheppard. Moreover, the wardens need not follow the merciful course adopted by Im Lo Wong, the ruler of the prisons of Hades, who on the first fifteen days and nights of the Chinese seventh month, allows his doors to stand wide open. Chinese prisoners are so old, so flimsy, so low, and so ramshackle, that nothing more would be needed, were the prisoners unshackled, than to make a hole through the low roof, and Indian file, to march straight away. Therefore before any solid prison reform can be effected, those who advocate this desideratum must agitate for an entirely new type of building, whose strength shall be, in itself, a guarantee for the safety of those who are incarcerated therein, and whose dimensions shall be sufficiently ample to avoid the shocking herding together which to-day is such a serious blot on Chinese prison life. Can it be reasonably hoped that the Government, which badly needs funds for the ordinary administration of the country's affairs, as well as, in particular, to develop the army and to resuscitate the defunct navy, will be induced to set apart large sums for this purpose? or even give serious attention or sympathy to those who are advocating the change? We do not say that it is impossible to cherish the hope. But we fear that at present there are flimsy grounds for believing that anything serious will be attempted; yet it is obvious that in all prison reforms this must take the premier place.

If there is to be radical prison reform, this will necessitate the removal of the present staff of prison officials, specially wardens. They are without heart, without training, and without moral fibre. Indeed from much that one may read, and something that one may observe, a considerable amount of misery is inflicted on the unhappy prisoners through the unlicensed impositions of those who, at little pay, and less fines, secure the posts of wardens in the several prisons. Caring little for the sufferings of others in general, and less for the feelings for the hated class of prisoners in particular, but much for the squeezes which they can fleece from those over whom they rule, and more for opportunities of promotion, their chief recommendation for the positions in which they are placed is that, at all hazards, they will keep their prisoners in safety. Without apparently, being guided by strict regulations, or supervised by competent superiors, or supervised by competent superiors, they now enjoy large powers, which they use to further their own ends and fill their own pockets. To remove the present generation of wardens, and supply their places by efficient and humane men, were the necessary prisons provided, seems at present almost a hopeless task. True, a new set of regulations, unflinchingly pressed upon the wardens, for their guidance, would do some 'thing; but even then it is feared that some of the unauthorised barbarities would be continued, and consequent misery experienced by those who are incarcerated.

The present system of hard labour in vogue in Hongkong has, apparently, been noticed by the native officials, at least by those who advocate prison reform, and has called forth commendation. This system was initiated, we believe, by the Hon. F. H. May, C.M.G., when he held the post of Captain Superintendent of Police in the Colony. It has been found not only to work well, but also to be remunerative. Something of the kind has been suggested as necessary to the successful conduct of Chinese prisoners, whereby men may be employed at work which shall be financially remunerative. At present, manacled as they are, some of the prisoners devote their time to the manufacturing of articles of use, too often, alas, conducted with the use of the opium pipe. These are sold and the money shared between the maker and the wardens. It would of course be possible to do something along these lines. The calling of criminals might be ascertained, and men skilled in a certain trade might be massed together, and condemned to hard labour, whereupon they would not be entirely dependent on the State for their keep.

On the whole this aspect of prison reform does not present so many difficulties as some others appear to offer. The recommendation that fines should be inflicted for minor offences is the last point which we shall pass under review. It seems Utopian in the present condition of Chinese society, to allow thieves to escape with a fine. Many branches of peace which come into the law courts in England, are offences against the person. These, in China, are generally settled through the offices of the middleman, after a long flow of circumlocution, over a feast amidst the racket of Chinese crackers. A large percentage of prisoners in Chinese prisons, are robbers. It would seem impossible therefore to allow these to get off with the imposition of a fine, which would be joyfully paid by the guild, of which any thief was a member, out of the general booty that falls to the lot of the entire gang. Nor would the infliction of a fine be a satisfactory deterrent in the present condition of moral and social progress. This suggestion must be laid aside as impracticable. On the whole then prison reform brings with many difficulties. It can only be effected by gradual improvements, as we moved along in the West. What now should be insisted on is that torture should absolutely cease; and the unlicensed powers of wardens be severely curtailed. These two reforms effected, much good would follow.

THE TORPEDO-BOAT AT SEA.

INTERESTING U.S. NAVY EXPERIMENT.

A Washington dispatch, of the 1st ult., says: The U.S. Navy Department has ordered a flotilla of six torpedo-boats to prepare for an immediate journey to the Philippines. This will mean a voyage half-way around the world for little vessels not seemingly adapted for an extended cruise. A flotilla of torpedo-boat destroyers, much larger vessels, left Hampton Roads in December 1903, and required four months to make the long journey to the Far East. The experiment of sending these craft round the world across the seas was watched with great interest by naval experts of every nation, for the question of their seaworthiness was a very important one, not to speak of their limited coal capacity and the narrow quarters in which their crews were forced to live for so long a period. If this flotilla of destroyers excited such interest, the voyage of torpedo-boats not half the size will be a more interesting and not less important experiment. While the destroyers were each of 420 tons displacement, 245 feet in length and of 8,000 horsepower, the dimensions of the torpedo-boats to be sent to the Philippines are as follows:—

	Displacement.	Length.	Horse-power.
"Bagley"	167 tons.	157 ft.	3,920
"Barney"	167 tons.	157 ft.	3,920
"Biddle"	167 tons.	157 ft.	3,910
"Shubrick"	165 tons.	175 ft.	3,000
"Thornton"	165 tons.	175 ft.	3,000
"Tingey"	165 tons.	175 ft.	3,000

The boats of the destroyer fleet each carried a crew of sixty-four men, while these smaller craft have crews of only twenty-nine each. But in both cases the quarters are exceedingly small, the ventilation is bad, and the space for supplies is necessarily cramped. Living under such circumstances for four months is enough to try the patience of even the most exemplary seaman.

Besides the violent tossings to which so small a boat will be subjected at sea must be added the vibration caused by powerful engines, a combination trying to the strongest nerves. The selection of the crews, therefore, becomes an important matter. Then, too, the boats must all be specially prepared for the voyage. The hull must be specially braced and the decks protected. These tiny boats will oftentimes be entirely smothered in the seas, with waves washing their decks two or three feet high. To protect the officer on the bridge strong brass cages are being built, which will completely envelop the bridge. As in the former case when the cruiser "Buffalo" conveyed the fleet; one and perhaps two ships will accompany this flotilla to render aid when necessary. The vessels to perform this duty have not as yet been designated.

The course to be taken by this second fleet will be the same as that followed by their predecessors. There were at that time two courses under consideration across the Atlantic, one being much more to the southward than the other.

The route which will probably be taken and the distances from point to point where the torpedo-boats will take on coal and supplies is as follows:—

	Miles.
Hampton Roads to Charleston, S.C.	488
Charleston to Key West	689
Key West to Nipe Bay, Cuba	525
Nipe Bay to Cape Haytien	247
Cape Haytien to San Juan	425
San Juan to Culebra	60
Culebra to St. Thomas	35
St. Thomas to Barbadoes	514
Barbadoes to Cape Verde Islands	7,349
Cape Verde Islands to Canary Islands	1,008
Canary Islands to Gibraltar	806
Gibraltar to Algiers	430
Algiers to Malta	704
Malta to Port Said	1,075
Port Said to Suez	100
Suez to Aden	1,508
Aden to Bombay	1,888
Bombay to Colombo	1,036
Colombo to Madras	668
Madras to Penang	1,474
Penang to Singapore	480
Singapore to Bangkok	956
Bangkok to Manila	1,660
Total	19,115

A saving of some 700 miles can be made by steaming from the Azores instead of the Cape Verde Islands in the passage across the Atlantic. If this fleet of the smallest type of fighting vessels is successful in making this trip, it will solve an important problem for all the naval Powers, especially since the battle of the Korean Straits where the value of torpedo-boats and destroyers was so admirably demonstrated.

It is hoped that this voyage may be as easily performed as the other. The destroyer flotilla left Hampton Roads on December 12th, 1903. In rounding Cape Hatteras the little fighters encountered a gale, but weathered it so bravely that all hands were encouraged. The various ports were made almost on schedule time, as had been planned by Lieut. H. Chandler, who was in command of the fleet, and the whole voyage of four months was completed without a single mishap or the health of any of the crew being impaired. The exact date for the sailing of the second flotilla has not been fixed, but it is certain to be within the next two months. When these boats reach Manila the United States will have a larger force of torpedo-boats in Asiatic waters than any other Power.

JAPANESE girls and women continue to arrive in large numbers at Newchwang, and the Japanese authorities at the port are taking steps to check this undesirable immigration. They have prohibited the opening of new tea-houses by Japanese, and no licences for geisha or waitresses will be granted on and after the 1st September.

THE FLEET OF CAPTURED MERCHANT VESSELS.

Since the outbreak of the war over fifty foreign steamers have been captured by the Japanese Navy and confiscated by the Prize Court. Of this number, seventeen vessels are now in service. The *Raihu-maru* (late Russian steamer *Argun*) has taken the place of the *Shibata-maru* as a light-house tender under the Department of Communications. The *Shibata-maru* was lost in the blocking of Port Arthur. The Russian whaler *Michael* has been taken by the Department of Agriculture and Commerce, and chartered to a private syndicate. With the exception of these two, all others are in the service of the Navy as transports, hospital ships, or storeships. Now that peace is restored and these vessels are no longer required, they will be disposed of, together with all other captured steamers, by public tender. The names of the captured steamers now in service are as follows:—

Former Name.	Tons.
Saishu-maru ... Russia	1,312
Kwantung-maru ... Manchuria	6,103
Raihu-maru ... Argun	2,485
Karasaki-maru ... Platerinovsk	5,527
Hoten-maru ... Mukden	1,567
Manshu-maru ... Manchuria	2,937
Chonan-maru ... Fuping	1,392
Roetsu-maru ... Georgi	179
Anegawa-maru ... Angara	2,700
Seiboku-maru ... Severus	3,307
Kasato-maru ... Kasan	2,670
Rekisan-maru ... Alexander	261
Matsuyama-maru ... Sunagari	2,000
Nagara-maru ... Nogatan	1,119
Yaura-maru ... Veteran	399
Hokuyo-maru ... Potek	399
Ikuta-maru ... Ninguta	399

—Japan Chronicle.

COMMERCIAL.

LONDON'S EXCHANGE.

Selling.	Buying.
London-Bank T.T. ... 11/11 1/2	1 month's sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	3 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	6 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	9 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	12 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	15 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	18 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	21 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	24 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	27 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	30 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	33 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	36 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	39 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	42 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	45 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	48 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	51 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	54 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	57 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	60 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	63 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	66 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	69 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	72 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	75 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	78 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	81 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	84 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	87 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	90 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	93 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	96 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	99 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	102 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	105 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	108 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	111 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	114 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	117 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	120 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	123 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	126 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	129 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	132 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	135 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	138 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	141 months' sight L/C ... 11/11 1/2
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1st demand ... 11/11 1/2	159 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	162 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	165 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	168 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	171 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	174 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	177 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	180 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	183 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	186 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	189 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	192 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	195 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	198 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	201 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	204 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	207 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	210 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	213 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	216 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	219 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	222 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	225 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	228 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	231 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	234 months' sight L/C ... 11/11 1/2
1st demand ... 11/11 1/2	237 months' sight L/C ... 11/

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EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TEENKAI"	6th September.
GLASGOW AND LIVERPOOL	"DIOMED"	14th "
GLASGOW AND LIVERPOOL	"KAISOW"	14th "
GLASGOW AND LIVERPOOL	"DARDANUS"	21st "
GLASGOW AND LIVERPOOL	"TYDEUS"	28th "
GLASGOW AND LIVERPOOL	"CHINGWO"	28th "
GLASGOW AND LIVERPOOL	"KINTUCK"	5th October.

S.S. "Teenikai" left Singapore on the evening of the 1st inst., and is due here on the 6th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

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AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	18 October.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

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AGENTS.

Hongkong, 4th September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

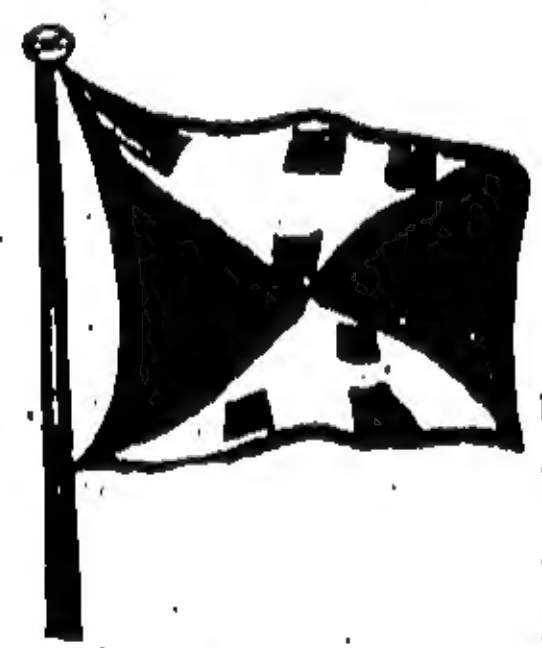
TSINGTAO, CHEFOO & NEWCHWANG	"KASHING"	8th September.
CEBU AND ILOILO	"SUNGKIANG"	8th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and ships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 9th Sept., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 16th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SIERRA BLANCA"	20th September.
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th September, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Ellipse Dupliator.

Hongkong, 31st February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 320.

[6]

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates.—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG, ONSANG	FRIDAY, 8th Sept., 3 P.M.
MANILA	LO-NGSANG, FRIDAY, 8th Sept., 4 P.M.
SHANGHAI	KWONGSANG, SATURDAY, 9th Sept., 3 P.M.
TIENSIN	WOSANG, SATURDAY, 9th Sept., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply toJARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th September, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,483	Metzenhain	November 7th, "
"ARAGONIA"	5,198	Ernst	.....

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about
September 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).STEAM FOR
BOMBAY via SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"
Captain Coglioli, will be despatched as above,
on SATURDAY, the 9th September, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 4th September, 1905.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP AND
LONDON.

THE Steamship

"MERIONETHSHIRE"
will be despatched for the above Ports, on or
about the 15th September.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents "Shire" Line.

Hongkong, 31st August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP to MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "Ying King" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First class single journey to Canton \$3.00
Second " " " " 1.50First class single journey to Macao 1.00
Second " " " " 2.00" " return " " " " 2.00
" " " " " " " " 3.00Second " single " " " " 80 cents.
" " return " " " " 1.50

Third " single " " " " 30 " " " " " " " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.
Wines and spirits of the best brands are used.The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Pisces."For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or toMessrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" 30th September, 1905.

"WRAY CASTLE" to follow.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 30th August, 1905.

Shipping—Steamers.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE,"

Captain Campbell, will be despatched for the
above Ports on or about THURSDAY, the
7th instant.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 6th September, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR MARSEILLES, HAVRE, DUNKIRK
AND ANTWERP (DIRECT).Calling at SAIGON, SINGAPORE, COLOMBO
and PORT SAID.

THE Company's Steamship

"LAOS,"

Captain Abel, will be despatched as above,
on or about the 7th September, 1905.This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent.Queen's Building.
Hongkong, 2nd September, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina,
Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mailThe daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Prices for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertise-
ments will be repeated and charged for until counter-
mand.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMER.

PAMPHLETS.

PARTS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap atTHE HONGKONG TELEGRAPH
OFFICE.Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road
Hongkong.

CHANNEL TUNNEL.

REVIVAL OF THE SCHEME.

FRENCH ENTERPRISE.

There is at the present moment a great revival
of interest in France for the continuation of
work on the tunnel which is to join the two
great neighbouring and allied countries—
France and England.The "Societe Francaise du Tunnel Sous-
Marin" was founded with the approval of the
French Government, on August 2, 1875. The
capital was 2,000,000f., divided into 400
founders' shares of 5,000f. each. The capital,
having been realised, the company commenced
work at once. The point for the French end
of the tunnel is situated at one kilometre away
from the little village of Sangatte, and about
10 kilometres from Calais. Works were con-
structed on this point, containing machinery
similar to that used in boring mines, and after
preliminary experiments, a vertical circular
shaft or well was bored, 60 metres in depth,
from the bottom of which the piercing of the
tunnel was begun.But soon the 2,000,000f. capital were entirely
exhausted by the necessary costly experiments.
The founders therefore subscribed a further
500,000f.Thanks to this new capital the problems in-
volved by the great work were studied more
satisfactorily. At present—the experiments
cannot be said to have reached the desirable
state of perfection, for they are at the mercy
of progress, which always marches onward, and
of new inventions and improvements in the
implements used for boring.In 1881 the work stopped, owing to Parlia-
ment throwing out the Bill, asking for powers
to construct the English side of the tunnel.
At this period a length of 1,830 metres had
been already pierced on both sides. The work
of cutting under the sea had progressed at the
rate of 25 metres a day.This, then, is the actual state of the tunnel
to-day.The engineer of the works at Sangatte, M.
Ludovic Breton, has been studying the work
for twenty-seven years, and has adopted all the
recent inventions and perfections in tools.
To-day, if the work be renewed, they will be
able to bore much faster than 25 metres a day.Owing to the friendly relations now in existence
between the two countries, M. Sautaux, chief
engineer of the Chemin de Fer du Nord, and
M. Javary, engineer of the Maritime Service of
the railway, went recently to Sangatte. Under
the guidance of M. Ludovic Breton, they ex-
plored the Sangatte works, with the intention
of arranging a project of joining the land en-
trance of the tunnel with the Northern France
railway line.

CONTROLLED BY SOLDIERS.

Lord Lansdowne's reports on the subject is
a profoundly interesting document. Its gist is
contained in paragraph 146: "Holding these
opinions, we have no course open to us except
to recommend that this enterprise shall not be
prohibited on merely political grounds; and
that it be allowed to proceed, subject to the
ordinary Parliamentary examination by Com-
mittees." He goes on to say (paragraph 137):
"The conditions under which that sanction
ought to be given can scarcely be defined with
precision until the details of the project are
before the public," and continues (paragraph
139): "We desire, however, to express our op-
inion that the exit of the tunnel and its ap-
proaches should be placed under the exclusive
control of the military authorities."The apprehensions of danger are stated by
Lord Lansdowne as follows:—(1) A willingness on the part of the Power
in possession of the French end of the tunnel
to attack this country treacherously, at a
moment when our international relations could
afford no indications of the imminence of such
an attack.(2) The passage of an invading force under
circumstances which would enable it to elude
notice from the time of its dispatch up to the
moment of its arrival at the Dover works.(3) The simultaneous seizure by surprise of
the whole of those works.(4) The success of this enterprise with such
rapidity and completeness as to render it im-
possible for the defenders to put into operation
any of the manifold appliances for the destruc-
tion or temporary disabling of the tunnel.(5) The neglect on the part of the military
authorities, of all the most obvious precautions
for the safety of a place which, according to
their own representations, would be of cardinal
importance to the security of the nation.(6) The inopportune interference of the de-
fence of the country.

As to these apprehensions

ON A DESERT ISLAND.

FLIGHT OF A FRENCH CREW IN THE PACIFIC.

The wreck of the French vessel *Anjou*, which, as already reported, was lost on the rocks off Cape Moresby, New Guinea, has been a remarkable parallel to the story of the Swiss Family Robinson. The survivors, who arrived at Marseilles, according to the London *Chronicle*, tell an interesting tale.

The *Anjou*, with a crew of twenty-two, and a cargo of coal, left Sydney on January 20th for Falmouth, and was overtaken by a tempest, which drove it on the rocks. For an entire night the crew remained on the gradually sinking ship. At last morning came they found that they were within a few hundred yards of land, but towering above them was a huge cliff. The crew embarked in three of the ship's boats, the captain taking what useful stores he could find. The ship's cat at the last moment jumped into one of the boats, and a few minutes later the wrecked men reached for an inlet, while their frail boats were tugged hither and thither by the huge seas. Towards night they effected a landing on the island.

On exploring the island the shipwrecked mariners found a shelter consisting of a small store of food—one of the boats of the New Zealand Government on the desolate coast of these islands. The captain's diary showed that during their stay on the island they had to eat strange food. On February 8th he wrote: "Killed fifteen albatrosses, and kept ten for to-morrow. We are frozen with cold and weak with hunger. We ate the albatrosses half raw." Thursday, 9th—"Made a large fire and dried our clothes. Killed some more albatrosses. We caught some alive and tied tin lids on which we scratched news of our plight, round their wings and set them free." Later they found an old pot, a relic of some former wreck, in which they were able to boil water and cook mussels. An expedition across the island was made on February 20th, and a further store of food was found in another hut. Shoes were also discovered, which the men afterwards strengthened with wooden soles. Two wild goats were killed next day. Spoons were made out of shells.

Day after day went by for three months. An improvised flag had been hoisted on the cliff, and at last on May 7th a ship was sighted. It was the *Hermes*, commanded by Captain Gollan, who for twenty years has been revisiting the Government depots on these inhospitable coasts. They were thus saved and taken to Sydney.

THE MANILA SERVANT PROBLEM.

For American residents of Manila, the domestic servant problem is both the comfort and the curse of existence. In the United States it has been increasingly difficult to get any household help at all, and in the west, wages have risen so high that only the very well-to-do can afford the expense.

Here it is different. There are plenty of people ready to do anything that needs to be done about the house, and wages are reasonable. If efficient service is rare, and honest servants are rarer, and between the small pace and the vanishing value of the household, the tribulations are enough.

There are good servants and bad ones here as there are everywhere. With good training, some of the cooks, nurses and purchases become very capable, and within reasonable limits, trustworthy. The greatest trouble is, that under any conditions, there is no way whatever to determine what sort of incompetent or thieving native one is taking into his house.

Recommendations may be all that could be asked, but the custom of borrowing these papers is universal, and there is no way to tell whether the bearer is the one for whom the paper was made.

The only way to remedy this situation is to arrange some form of registration of all household servants. In India, every man is enrolled and the facts of his family history, residence, caste, personal record and habits are all accessible to any who may be interested. In case of any delinquency the next of kin is held accountable, and so complete is the system that it is unheard of that any serious thieving occurs.

With the loose social organization of the Philippines, it would be more difficult to carry out such a plan, but it would be a simple matter to open a domestic servant department, either under Government supervision, or as a private enterprise. With every servant now in American employ, so readily, those with unsavory records could find themselves out of work, and only those that could get positions. Housekeepers could demand the records of applicants, and those not registered would find it difficult to get work without being first enrolled.

Once started, the whole system would tend to become self-enforcing and would at least curtail many of the most trying defects of the present utter lack of system. There is room for a good private employment bureau which could be made self-supporting, and if once the problems of household service be simplified and conditions improved, there would be great increase of contentment on the part of American women residing in Manila.—*Cablenews*.

EDISON, THE INVENTOR.

THE MAN AND HIS METHODS.

Much interesting information is given in an article on the "Modern Profession of Inventing" in the "World's Work" about the greatest of inventors, Edison. To see him stuffing through his great abstruse, head bowed, hands in pockets, the fleet flash of his face falling in lines beneath a skin unceasingly white, his hair unkempt, combed whichever way it pleased to fall, his eyes focused miles away, except when he flashes into someone else's a look of instant understanding, his whole appearance, except for the eyes and the humorless, yet grim, mouth, is that of a slovenly, uncleanly loafer. Yet this is the man who eating practically nothing, and exercising not at all, works often for thirty-six hours without sleep, falls unconscious from exhaustion on bench or desk, and wakes to work again, sometimes for a week without undressing, electrical with mental energy, marvellous in the power of his inventive imagination. An inventor according to Edison usually lacks the bump of practicality. It is this bump in fact which he considers chiefly differentiates him from the common or garden inventor. In the practical side of his profession, Mr. Edison has a saved time. There is a pretty well developed suspicion among his assistants that he is deaf to the large part of what is said to him. He does not care to pay attention to it. To Mr. Edison time is so valuable that he does not waste it even by taking account of it. Time to him is only the chance to get things done, and no matter how long it takes they must be done. In his office safe, there is carefully locked away a Swiss watch given him by a European scientific society. It is never used. Once it seems Edison wanted to study a part of the mechanism of type-writers. "Have a model here next Tuesday of every type-writer made,"

he said to one of his assistants. "Have each company send an expert to explain their machine. And get me out all the books in the library about this piece of mechanism." On Monday evening, the assistants called. Edison's attention to a stack of books several feet high, and reminded him of the appointment next day. "Send the books up to the house. I'll look over them to-night," said Mr. Edison. The next morning he appeared at the exhibition, and so thoroughly had he read the books that he frequently corrected the experts' explanation of how their own machines worked.

Edison takes out on an average one patent every two weeks. At present, he is experimenting with chemicals used in batteries, improvements on his Portland cement, and in his storage battery, and other ideas that he keeps to himself.

Shipping.

Arrivals.

Afghan Prince, Br. s.s., 4,922, M. Campbell, 5th Sept.—Amoy 4th Sept., Gen.—A. K. & Co.
Combermen, Br. ship, 1,686, C. G. Dixoner, 5th Sept.—New York 14th June, Case Oil.
S. O. Co.
Rhennania, Ger. s.s., 4,056, Th. Föhrk, 6th Sept.—Yokohama 27th Aug., Gen.—H. A. & Co.
Haitar, Br. s.s., 1,183, J. S. Roach, 6th Sept.—Fochow 2nd Sept., Amoy 4th, and Swatow 5th, Gen.—D. L. & Co.
Hsieh Ho, Ch. s.s., 1,082, A. Crawford, 6th Sept.—Shanghai and Sept., Gen.—C. M. S. N. Co.
Claverling, Br. s.s., 2,154, D. Barton, 6th Sept.—Salina Cruz 31st Aug., Ballast.—C. C. S. S. Co.
Tartar, Br. s.s., 4,425, W. Davison, R.M.R., 6th Sept.—Vancouver and Shanghai 3rd Sept., Gen.—C. P. R. Co.
Hanca, Br. s.s., 5,995, J. B. Fergusson, 6th Sept.—Japan 31st Aug., Gen.—P. & O. S. N. Co.
Derwent, Br. s.s., 1,652, J. Jenkins, 6th Sept.—Samarang 27th Aug., Sugar.—Man Fat & Co.
Helene Menzell, Ger. s.s., 984, K. Auer, 6th Sept.—Karatsu 29th Aug., Coal.—Order.
Empress of Japan, Br. s.s., 5,094, Henry Lybbs, R.M.R., 6th Sept.—Vancouver 14th Aug., and Shanghai 4th Sept., Mails and Gen.—C. P. R. Co.

Clearances at the Harbour Office.

Hongkong, for Haiphong.
Haitar, for Java.
Pittman, for Swatow.
Thania, for Yokohama.
Gongora, for Amoy.
Tian, for Manila.
Wahoi, for Haiphong.
Rhennania, for Singapore.
Korea, for Amoy.
Pass of Brander, for Port Townsend.
Afghan Prince, for Cebu.

Departures.

Sept. 6.
Korea, for San Francisco.
Pittman, for Bangkok.
Haitar, for Amoy.
Rhennania, for Canton.
Logan, Am. transport, for Taku.
Tian, for Manila.
Hongkong, for Haiphong.
Rhennania, for Swatow.
Wahoi, for Chafco.

Per Haitar, from Coast Ports—Rev. Claydon Dr. McPhum, Mrs. Roach and child, Mrs. Roach and child, Mrs. Webber and child, Misses Kahler (2), and 108 Chinese.

Major Strong, from Vancouver—Mr. F. J. Evans, Mrs. M. Jarrell and child, Mrs. A. Vansy, Mrs. P. T. Carrington and child, Rev. and Mrs. J. E. Snook, Dr. and Mrs. Preston and child, Mrs. H. L. Strong, Mrs. E. Farrow, Mrs. S. R. Sun, Miss A. Wallace, Mr. and Mrs. I. Salvador, and Mr. J. H. Anderson. From Yokohama—Messrs. D. Nichol, R. P. Scott, A. Hamilton, Mr. and Mrs. P. N. H. Jones, Lieut. J. T. Clarke, Messrs. W. T. Lumden, E. Nurnaw, B. Tanner and J. B. Beck. From Kobe—Major Parker, Mr. W. W. Johnson, Lieut. Hamer, and Major H. E. Louie. From Nagasaki—Messrs. R. E. O. Bird and A. H. Crook. From Shanghai—Lieut. J. May, and Mrs. M. Mansfield.

Shipping Report.

Str. Haitan from Coast Ports—Light variable winds, and fine weather.

Str. Derwent from Samarang—Moderate monsoon and sea from port to port.

Str. Claverling from Salina Cruz—Fine weather, and moderate E. wind from Bashi Channel and fine.

Str. Hsieh Ho from Shanghai—Experienced variable winds, unsettled weather to arrival, and heavy SE. swell.

Vessels in Port.

Steamers.

Bogor, Dut. s.s., 2,300, G. Werkhoven, 3rd Sept.—Amoy 2nd Sept., Gen.—J. C. J. L. Changsha, Br. s.s., 1,800, T. Moore, 10th Aug.—Australasian Ports via Manila 16th Aug., Gen.—B. & S.

Chunshang, Br. s.s., 1,418, R. Cox, 28th Aug.—Samarang 19th Aug., Sugar.—J. M. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.M.R., 30th Sept.—San Francisco and Aug., Honolulu 9th, Yokohama 23rd, Kobe 31st, Nagasaki 27th, and Manila 3rd Sept., Mails and Gen.—O. & O. S. S. Co.

Devaong, Ger. s.s., 1,057, T. V. Bruhn, 19th Aug.—Bangkok and Swatow 18th Aug., Rice and Teak—B. & S.

Fausang, Br. s.s., 1,410, F. Muler, 4th Sept.—Swatow 3rd Sept., Ballast.—J. M. & Co.

Fri, Nor. s.s., 850, N. Andersen, 26th Aug.—Haiphong 23rd Aug., Gen.—Aagaard, Thoresen & Co.

Fukuro Maru, Jap. s.s., 1,916, H. Sakamoto, 1st Sept.—Mol 27th Aug., Coals.—Mr. Jeffries.

Gregory Apar, Br. s.s., 2,961, J. G. Oliffen, 4th Sept.—Calcutta 19th Aug., Penang and Singapore 30th, Gen.—D. S. & Co. L.

Halvard, Nor. s.s., 1,066, C. Andersen, 30th Aug.—Java 20th Aug., Sugar.—Chinese.

Hehensollen, Ger. s.s., 2,781, C. Andraw, 4th Sept.—July, from Genoa, Ballast.—M. & Co.

Ischia, Ital. s.s., 2,971, L. Ball, 3rd Sept.—Singapore, 29th Aug., Gen.—C. & Co.

Kampot, Fr. s.s., 412, L. Ball, 3rd Sept.—Macao 3rd Sept., Ballast.—Man Fat & Co.

Kashing, Br. s.s., 1,143, T. W. Rickard, 3rd Sept.—Canton 2nd Sept., Gen.—B. & S.

Kowloon, Ger. s.s., 1,495, H. Stehr, 20th Aug.—Bangkok 14th Aug., Gen.—S. & Co.

Laertes, Br. s.s., 1,357, J. B. Jackson, 1st Sept.—Saigon 27th Aug., Meal and Gen.—Chinese.

Lennox, Br. s.s., 2,361, F. McNair, 1st Sept.—Put back, Gen.—D. & Co. Ltd.

Longsang, Br. s.s., 1,092, A. E. Sanbach, 4th Sept.—Manila 1st Sept., Gen.—J. M. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 2nd Sept.—Bangkok 24th Aug., Rice.—B. & S.

Loyal, Ger. s.s., 1,582, L. Lorenzen, 27th Aug.—Bangkok 20th Aug., Rice and Gen.—S. W. & Co.
Maussang, Br. s.s., 1,644, R. Houghton, 4th Sept.—Sandakan 29th Aug., Gen.—J. M. & Co.
Mercedes, Br. transport, 3,300, J. S. Macgregor, 31st Aug.—Wohaiwei 26th Aug., Naval Stores—Admiralty.

Montana, Am. s.s., 208, D. C. Camus, 21st Aug.—Manila 18th August, Gen.—Portuguese.

Ohsang, Br. s.s., 1,787, J. T. Davies, 19th Aug.—Samarang 9th Aug., Sugar.—J. M. & Co.

Opland, Nor. s.s., 844, Th. W. Schlytter, 24th Aug.—Kobe and Nagasaki 18th Aug., Gen.—Yee Hing Tai.

Oscar II, Nor. s.s., 2,000, R. Olsen, 20th Aug.—Mol 25th Aug., Coal.—M. B. K.

Progress, Nor. s.s., 1,611, M. G. Steen, 21st Aug.—Prebelling and Sourabaya 9th Aug., Sugar.—Order.

Quina, Ger. s.s., 987, Frabm, 3rd Sept.—Bangkok 28th Aug., Rice.—Order.

Rajaburi, Ger. s.s., 1,189, G. Wendig, 31st Aug.—Bangkok 22nd Aug., Rice and Meal.—B. & S.

Slavonia, Ger. s.s., 6,000, Buerden, 3rd Sept.—Singapore 30th Aug., Gen.—H. A. L.

Sumatra, Ger. s.s., 584, H. Winne, 24th Aug.—Singapore 17th Aug., Ballast.—N. D. L.

Sungking, Br. s.s., 1,845, G. H. Pennefather, 4th Sept.—Hilo 31st Aug., Gen.—B. & S.

Themis, Nor. s.s., 1,209, E. Kroter, 2nd Sept.—Kobe 25th Aug., Gen.—Chinese.

Tientsin, Br. s.s., 2,555, F. E. Andrews, R.M.R., 4th Sept.—Singapore 29th Aug., Twist Cotton and Gen.—P. & O. S. N. Co.

Tsintau, Ger. s.s., 1,000, O. Koth, 4th Sept.—Bangkok 29th Aug., Rice and Gen.—B. & S.

Wongkoi, Ger. s.s., 1,270, W. Reher, 29th Aug.—Bangkok via Swatow 28th Aug., Rice.—B. & S.

Zafiro, Br. s.s., 1,618, R. Rodger, 4th Sept.—Manila 2nd Sept., Gen.—S. T. & Co.

SAILED YESTERDAY.

Churchill, Am. 4-masted ship, 600, Huffman, 27th Aug.—Haiphong 23rd Aug., Ballast.—Master.
Ecuador, Ger. 4-masted ship, 2,193, O. Dickmann, 2nd Sept.—New York 19th May, Paraffine.—Order.
Pass of Brander, Br. ship, 2,000, W. J. Ryder, 27th July.—Philadelphia 14th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Simla	Singapore	P. & O. Co.	Sept. 7
Australian	Manila	G. L. & Co.	Sept. 8
Emma Lyken	Sourabaya	J. C. L.	Sept. 10
Den of Mains	Singapore	N. Y. K.	Sept. 11
Sikh	Singapore	D. & Co.	Sept. 11
Siberia	Japan	P. M. Co.	Sept. 13
Bayer	Colombo	M. & A. Co.	Sept. 13
Nicomedia	Portland	P. & A. Co.	Sept. 16
Calibness	Bombay	N. Y. K.	Sept. 18

Hongkong & Whampoa Dock Returns.

Modanes, from Kowloon Dock.
Devaong, " "
Chunshang, " "
Sumatra, " "
Borneo, " "
Hermann Menzell, " "
H.M.S. Hart, " "
Oscar II, " "
Kowloon, " "
Loyal, " "
Aburdeen

Ships Passed the Canal.

Outward—4th August—Agamemnon. 9th August—Suzany, Syria. 12th August—Longior. 15th August—Benlawry, Glenlivet. 18th August—Kasou, Norfolk, Redhill. Andalusia, Flinthshire. 22nd August—Sophia. Rickmers, Ohio, Bayern, Dismal, Jaureguizar. 25th August—Dardanus. 28th August—Glaucus, Hector. 30th August—Benavon, Glenelg, Howick. 1st September—Glasgow, 2nd September—Oling. 3rd September—Fermana, Serbia. 4th September—Montrose, 5th September—Oling. 6th September—Hyon, Scharnhorst. 7th August—Hytavia, Sthonia. 1st September—Tenkin.

Arrivals at Home—4th August—Banin.

9th August—Dardanus. 12th August—Oling. 15th August—C. Ford Laiter. 18th August—Ping Sui, Siam. 22nd August—Manila, Yunnan, Siam. 25th August—Annam. 28th August—Palermo. 30th August—Sakien. 1st September—Glenlivet. 4th September—Java. 7th September—Tourant, Benlmond, Nippon.

Post Office.

Mail will close for:

Singapore, Penang and Calcutta—Per Rhenania, 7th Sept., 9 A.M.

Swatow, Amoy and Fochow—Per Haitan, 7th Sept., 11 A.M.

Bangkok, Penang, Rajaburi, 7th Sept., 11 A.M.

Kobe—Per Changsha, 7th Sept., 11 A.M.

Batavia, Samarang and Sourabaya—Per Bogor, 7th Sept., 11 A.M.

Macao—Per Hongshan, 7th Sept., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 7th Sept., 5 P.M.

Macao—Per Hongshan, 8th Sept., 11 A.M.

Singapore, Sourabaya and Samarang—Per Onang, 8th Sept., 2 P.M.

Manila—Per Hongshan, 8th Sept., 3 P.M.

Tsingtau, Chifu and Newchwang—Per Kaiting, 8th Sept., 3 P.M.

Cebu and Hilo—Per Hongshan, 8th Sept., 3 P.M.

Manila—Per Zafiro, 9th Sept., 10 A.M.

Singapore, Penang and Bombay—Per Jukia, 9th Sept., 10 A.M.

Batavia, India, via Tuticorin—Per Bengali, 9th Sept., 11 A.M.

Macao—Per Hongshan, 9th Sept., 11 A.M.

Tientsin—Per Hongshan, 9th Sept., 2 P.M.

Shanghai—Per Hongshan, 9th Sept., 2 P.M.

Macao—Per Hongshan, 10th Sept., 11 A.M.

Manila—Per Hongshan, 10th Sept., 11 A.M.

Manila—Per Hongshan, 10th Sept., 11 A.M.

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Manila—Per Hongshan, 10th Sept., 11 A.M.

Manila—Per Hongshan, 10th Sept., 11 A.M.

Macao—Per Hongshan, 20th Sept., 11 A.M.

Macao—Per Hongshan, 21st Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Almsiana, 22nd Sept., 11 A.M.

Macao—Per Hongshan, 22nd Sept., 11 A.M.

Macao—Per Hongshan, 23rd Sept., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Changsha, 23rd Sept., 5 P.M.

Manila—Per Hongshan, 24th Sept., 11 A.M.

Manila—Per Hongshan, 25th Sept., 11 A.M.

Manila—Per Hongshan, 26th Sept., 11 A.M.

Manila—Per Hongshan, 27th Sept., 11 A.M.

Manila—Per Hongshan, 28th Sept., 11 A.M.

Manila—Per Hongshan, 29th Sept., 11 A.M.

Manila—Per Hongshan, 30th Sept., 11 A.M.

Manila—Per Hongshan, 1st Oct., 11 A.M.

Manila—Per Hongshan, 2nd Oct., 11 A.M.

Manila—Per Hongshan, 3rd Oct., 11 A.M.

Manila—Per Hongshan, 4th Oct., 11 A.M.

Manila—Per Hongshan, 5th Oct., 11 A.M.

Manila—Per Hongshan, 6th Oct., 11 A.M.

Manila—Per Hongshan, 7th Oct., 11 A.M.

Manila—Per Hongshan, 8th Oct., 11 A.M.

Manila—Per Hongshan, 9th Oct., 11 A.M.

Manila—Per Hongshan, 10th Oct., 11 A.M.

Manila—Per Hongshan, 11th Oct., 11 A.M.

Manila—Per Hongshan, 12th Oct., 11 A.M.

Manila—Per Hongshan, 13th Oct., 11 A.M.

Manila—Per Hongshan, 14th Oct., 11 A.M.

Manila—Per Hongshan, 15th Oct., 11 A.M.

Manila—Per Hongshan, 16th Oct., 11 A.M.

Manila—Per Hongshan, 17th Oct., 11 A.M.

Manila—Per Hongshan, 18th Oct., 11 A.M.

Manila—Per Hongshan, 19th Oct., 11 A.M.

Manila—Per Hongshan, 20th Oct., 11 A.M.

Manila—Per Hongshan, 21st Oct., 11 A.M.

Manila—Per Hongshan, 22nd Oct., 11 A.M.

Manila—Per Hongshan, 23rd Oct., 11 A.M.

Manila—Per Hongshan, 24th Oct., 11 A.M.

Manila—Per Hongshan, 25th Oct., 11 A.M.

Manila—Per Hongshan, 26th Oct., 11 A.M.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)
T H E Steamship

"BENGAL"

Captain W. W. Cook, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY, on SATURDAY, the 6th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mail, due in London on the 22nd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 26th August, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRANEAN AND BLACK SEA
PORTS.

The S.S. "ERNEST SIMONS,"
Captain Ailand, will be despatched for
MARSEILLES on TUESDAY, the 19th
September, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Dumbia* bound for Mar-
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 3rd October.
S.S. *CALEDONIE* 17th October.
S.S. *OCEANIE* 31st October.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th September, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyla</i>	4,417	G. V. Williams	At Sept. 15
<i>Platades</i>	3,753	F. G. Purington	Oct. 7
<i>Shawmut</i>	9,666	E. V. Roberts	Oct. 14
<i>Tremont</i>	9,666	T. W. Garlick	Nov. 4
<i>Hyades</i>	3,753	Geo. Wright	Nov. 11

† Cargo only.
Steamer marked (*) have no second-class
passenger accommodation.

ON-BOARD FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 24th August, 1905.

ACHEE & CO.
ESTABLISHED 1859.

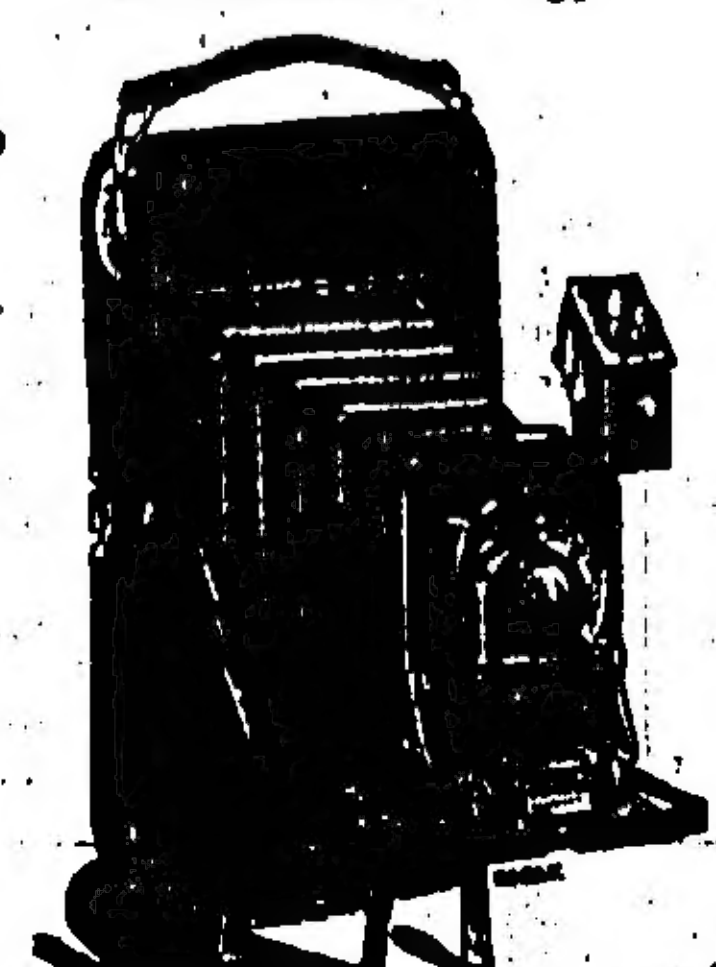
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

To Let.

TO LET.

NO. 15, KNUITSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE,
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1905. [69]

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN NO. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MOUZY.
Hongkong, 4th May, 1905. [527]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.
Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.
SHEWAN, TOMES & Co.,
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1903. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLESCHIMNEYS,
GLOBES,
SHADES, &c.,

for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace,
Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000 }	\$1,702,728	{ \$1 15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 %	{ \$880 buyers London £89 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903 .....	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 %	\$340 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$44 for year ended 30.4.1904	5 1/2 %	\$38 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 20,000 \$377,749 \$893,111 \$846,773 \$750,000 \$5,000 \$5,830 }	\$2,078,997	\$35 for 1903	4 1/2 %	\$770
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,000 \$5,830 \$1,000,000 \$218,093 \$2,241 \$1,200,505 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,241 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$85,439 }	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$3,999 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$145,376 \$120,000 \$241,150 \$3,999 }	\$18,064	\$1 for first half-year 1905	7 1/2 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,000,000 \$218,093 \$2,241 \$1,200,505 }	\$4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$94 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,762 }	Tls. 43,762	{ Interim of Tls. 2 for 1905	7 1/2 %	Tls. 18 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,762 }	Tls. 43,762	{ Interim of Tls. 1 for 1905	7 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$1,000,000 \$218,093 \$2,241 \$1,200,505 }	\$58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	21/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$50,000 \$24,257 \$21,075 \$130,143 }	\$929	{ \$1.80 \$0.90 } for year ending 30.4.1905	5 1/2 %	\$33 sellers
Straits Steamship Company, Limited	5,000	100	\$100	{ \$1,000,000 \$218,093 \$2,241 \$1,200,505 }	\$21,231	\$10 for 1904	6 1/2 %	\$150
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 25,000 Tls. 43,762 Tls. 81,200 }	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$42,812	Interim of \$10 for 1905	10 1/2 %	\$235
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$85,987	\$3 for 1897	7 1/2 %	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	Tls. 1,635	Tls. 24 for year ending 30.9.04	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$40,000 \$12,289 }	\$7,820	Interim of 1/- (No. 4) .....	...	Tls. 7 1/2
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ none G \$18 10 £1 }	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5) .....	...	G \$18
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$40,000 \$12,289 }	\$8,745	No. 12 of 1/- = 48 cents .....	...	\$34 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	\$5,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 \$58,577 }	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 %	Tls. 142 sales
Fenwick (Geo.) & Co., Limited	{ 6,000 12,000 }	\$25	\$25	{ \$250,000 \$58,473 \$10,000 \$300,000 \$41,500 }	\$8,577	{ \$3.75 for 1904 on old capital First year	7 1/2 %	\$27 buyers \$25 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$300,000 \$41,500 }	\$29,422	Interim of \$24 for 1905	5 %	\$99 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$300,000 \$41,500 }	\$501,332	\$6 for first half-year 1904	6 1/2 %	\$195
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ \$250,000 \$58,473 \$10,000 \$300,000 \$41,500 }	\$489	\$14 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 50,880 \$2,100,000 Tls. 17,500 }	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 190
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 25,000 Tls. 50,880 \$2,100,000 Tls. 17,500 }	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$85
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 50,880 \$2,100,000 Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 195
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$14,516 Tls. 34,000 Tls. 8,000 }	\$9,028	\$24 for year ended 30.6.1905	9 1/2 %	\$27 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 34,000 Tls. 8,000 }	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135
Central Stores, Limited	6,000	\$15	\$15	{ \$14,516 Tls. 34,000 Tls. 8,000 }	\$1,502	{ Final of 60 cents making \$1.80 for 1904 None	10 %	\$18 sales \$100
Do. (Founders)	723	\$15	\$15	{ \$14,516 Tls. 34,000 Tls. 8,000 }	\$1,502	{ Preferential of 7 per cent for 1904	7 %	\$74 sales
Do. (New Issue)	24,000	\$15	\$15	{ \$14,516 Tls. 34,000 Tls. 8,000 }	\$1,502			
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$31,087 }	\$10,126	\$5 for first half-year 1905	7 %	\$145 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 20,926 }	\$37,875	Interim of \$34 for 1905	5 1/2 %	\$127
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 25,000 Tls. 31,679 }	Tls. 7,202	Tls. 24 for the year ending 31.3.1905	13 1/2 %	Tls. 184 buyer
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ Tls. 25,000 Tls. 31,679 }	First year	Interim of \$4	7 1/2 %	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,994 \$5,000 none }	\$11,958	90 cents for 1904	7 1/2 %	\$124
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ Tls. 828,813 Tls. 170,000 }	\$377	\$3 for 1904	7 1/2 %	\$40
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 828,813 Tls. 170,000 }	Tls. 725	Interim of Tls. 3 for 1905	6 %	Tls. 117 1/2
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	{ Tls. 828,813 Tls. 170,000 }	Tls. 5,150	None	6 1/2 %	Tls. 12
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 828,813 Tls. 170,000 }	\$1,247	Interim of \$14 for 1905	6 1/2 %	\$56 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none \$30,000 }	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 Tls. 31,679 }	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$142 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 31,679 }	Tls. 13,629	Interim of 3 1/2 a/c 1898 .....	...	Tls. 45 sales
Lao-wu-kung-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 5,658 }	Tls. 10,000	Interim of 4 1/2 a/c 1898 .....	...	Tls. 57 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,658 }	Tls. 22,050	4 % for 1897 .....	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none £314 }	£770	First year .....	...	\$125
Jell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$8,000 }	\$1,782	1/3 per share for 1904	9 1/2 %	\$9 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Nil }	Nil	\$3 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000 }	Tls. 718	\$1 for 1904	8 1/2 %	\$114
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none \$3,739 }	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$6,000 }	\$1,581	None .....	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none \$6,000 }	\$1,581	80 cents for 1904	9 %	\$0 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ none \$500,000 }	\$95,054	\$24 for year ending 31.7.1903	9 %	\$17 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$500,000 }	\$95,054	\$2 for 1904	7 %	\$28 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 \$25,594 £3,000 }	\$7,551	Final of \$14 making \$24	9 1/2 %	\$27 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ \$25,594 £3,000 }	\$8,188	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ none \$50,000 }	\$2,151	{ \$1.00 50 cents } for year ending 30.4.1905	6 1/2 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$50,000 }	\$2,796	\$15 for year ending 30.11.1904	5 1/2 %	\$94
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$50,000 }	\$5,356	Interim of \$4 for 1905	7 %	\$245 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 \$25,000 }	\$11,137	\$10 for 1904	13 1/2 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ none \$25,000 }	\$290	Interim of 50 cents 30.9.04	13 1/2 %	\$15
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 528,210 }	\$21,582	Final of \$9 making \$14 for 1904	9 1/2 %	\$145 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, en	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	{ 2nd quarterly of Tls. 5, paid 15.6.05 mak- ing so far Tls. 124 for 1905 .....	...	Tls. 170 sellers
Morden, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none None }	Dr. Tls. 117,638	Tls. 5 for 1902 .....	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	{ none None }	Dr. \$5,537	First year .....	...	\$90
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 145,000 Tls. 108,172 }	Tls. 8,011	None .....	...	\$54
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 }	Tls. 8,011	Interim of Tls. 34 for 1905	7 %	Tls. 122 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 25,000 }	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 24,820 }	G. 6,968	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,297	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 170,000 none }	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 420 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none none }	Dr. \$5,068	None .....	...	\$20
Steam Laundry Company, Limited	15,000	\$ 5	\$ 5	{ none \$25,000 }	\$3,044	60 cents for year ended 31.5.04	7 1/2 %	\$8
Straits Ice Company, Limited	2,000	\$100	\$100	{ none Tls. 15,295 }	\$700	\$5 for 1905 .....	...	\$150
Tientsin Waterworks Company, Limited	1,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Final of Tls. 24 making Tls. 24 for 1904/5	7 %	T.Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$22,000 none }	\$551	{ 80 cents £19.80 } for year ended 31.5.1905	9 1/2 %	\$0 buyers
Do. (Founders)	100	\$10	\$10	{ \$22,000 \$25,000 }	\$6,006	Final of 50 cents making \$1 for 1904	7 1/2 %	\$180 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$6,006	Interim of 50 cents for year 1904/1905	10 1/2 %	\$14 buyers
William Powell, Limited	{ 12,000 3,000 }	\$10	\$10	{ \$3,000 none }	\$588	First year .....	...	\$104